NEW YORK STATE'S ROADS ARE BEST

Such a Conclusion Agrees With What John N. Carlisle Says.

NOTES OF A MOTOR TOUR

By the AUTOMOBILE EDITOR.

rainy spell just completed. It ared about 900 miles and touched States. New Jersey. New York. Massachusetts and Connecticut, not to mention about twenty-five minutes in Vermont. It began by a short jaunt to Long Branch and a day or so stay there. Then returning to New York, we went by way of Poughkeepsie to Al-bany the first day. A run to Chester-town and Brant Lake was the next day. A slight mishap made a stay of a day in Chestertown necessary. Then came a ride across to Pittsfield, Mass. The next day the run was to Unionville, and then came home, sweet home We didn't see the sun from Monday morning to Saturday morning, but there

morning to Saturday morning, but there was grand scenery anyway.

The new automobile ferry service from South Ferry to Atlantic Highlands is all right when you get to the ferry. The best way to reach it is to run right down Broad street, taking care not to urset the Curb Market too much. At the end of Broad street, turn right and enter where the boats run to Thirty-binth sheet. Brooklyn. Once inside, you will discover the ferry slip for Atlantic Highlands. Suggestion No. 1: There should be markers around. I went over to Pier A looking for the place. Suggestion No. 2: There should be a man to give out numbered slips to motorists in the order of their arrival. The day I was there a motor porker, who arrived last of all, cut in ahead of the cars lined up and got the star position going down the bay. Insamuch as the boat is limited in the sumber of cars it may carry it tan. asmuch as the boat is limited in the number of cars it may carry, it isn't fair to let late comers force their way

at Atlantic Highlands to tell how to reach the new Ocean boulevard. The way to get there is to turn sharp left after leaving the pier and then left again a block further on. You will see ahead of you the beginning of the boulevard. Otherwise you will probably land up in Red Bank and miss all the ocean view. The ride, which takes an hour and a haif, is worth what it costs.

The climb up into Norfolk the next the touring season. There were nearly that to dozen places where it was necessary to turn off on to nariow, high crowned, muddy roads dangerous to life and limb and car. But never mind, after about an hour and a half of riding the trip to Pittsfield was over. The ride into town along the lake obliterated the detours from memory. staten Island way (the latter 'wo amount to nearly as much as the Atlantic Highlands boat charges), and saves all the very annoying trip from was certainly worth the making. From the latter 'wo amount to nearly as much as the Atlantic Highlands boat charges), and saves all the very annoying trip from was certainly worth the making. From the latter 'wo amount to nearly as much as the Atlantic Highlands boat charges), and saves all the very annoying trip from was certainly worth the making. From the latter 'wo amount to nearly as much as the Atlantic Highlands boat charges), and saves all the very annoying trip from was certainly worth the making. From

Men in the Motoring Public's Eye.



signed as Packard manager.

a director of the Studebaker Cor- shaved of his mustache.

the book didn't take into account the

asmuch as the boat is limited in the number of cars it may carry, it isn't fair to let late comers force their way in and perhaps keep off some one who got there an hour or so before.

Still another suggestion I would make. Still another suggestion I would make. There should be signs at the pier end at Atlantic Highlands to tell how to the touring season. There were nearly the touring season. There were nearly the touring season.

Notes of Live Interest to the

Walter L. Daly has resigned as sales manager of the King Motor Car Company to enter into an individual venture of his own. F. A. Vollbrecht, vice-president and general manager, announces the appointment of Assistant Sales Manager Robert P. Bishop to the position of sales manager. I. R. Meers, who recently rejoined the King Motor Car Company, now enters into the position he formerly held as assistant sales manager.

"She ran like a scared deer," said Mr. Hubbs, referring to the car which carried himself and four members of his family in a three weeks tour through New York and New England. "On the entire trip I spent exactly forty-five minutes in adjustments and we made better than schedule time on every day of travel.

"The car's performance in the Berkshires was a revelation to me. We passed many big cars on steep grades, and were saiden.

The car's performance in the Berkshires was a revelation to me. We passed many big cars on steep grades and were seldom forced to shift into intermediate gear. Only two nunctures marred the trip and our carefully kept log shows an average of over eighteen miles to the gallon of gasolene. Our best day's run was 227 miles on the last leg of the return trip."

hands gover It was roads for the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the average American automobile plant are bring started at the Overland factory in the bring started at the Overland factory in the bring started at the Overland Company, Springfield. Mass., the most bring started at the Overland factory at the overland company, Springfield. Mass., the most bring and a stroke of 5½ inches, the motor are cast of floor space. In addition to the amount of the started and the self-over the bring started at the Overland Company, Springfield. Mass., the motor special contain twenty acree of floor space. In addition to the special contain twenty acree of floor space. He is not only a manufacturing and a stroke of 5½ inches, the motor will develop 45 horse-power at normal neighbors. He is not only a manufacturing company the business, both in the making of automobile business, both in the making of automobile parts and the manufacture and business, both in the making of automobile parts and the manufacture and marketing of speedometers and his motor, business and can easily accommodate seven and such that the seat cushions are built on deep the flow of gasulent to the flow of the level of the motor can contain the seat cushions are built on deep the motor and a stroke of 5½ inches, the motor will develop 45 horse-power at normal name of the business. He is not only a manufacturing company was entirely unsolicited on his part and early the business. The olive the will be used to the well

The withdrawai of the Maxwell Motor Saies Corporation from racing has sent Contest Manager Paul Haie Bruske to a factory place in which he will have charge of the newspaper work of the company, with headquarters in Detroit. Mr. Bruske handled the Maxwell racing team from January 1 to the date of its disbanding. Prior to his Maxwell connection Bruske did similar work with the Studebaker Corporation.

Car Proves

aboard calmly ambling up one of the principal thoroughfares of New Haven created considerable

Haven was a Paige "Six-46," and it was turned loose in the city streets by a salesman of the New Haven Paige distributers. The car was started on Whitney avenue in high and throttled down. and then left to its own devices. It rolled along at about three miles an hour with the salesman in charge walking along the sidean ill advised rescue.

NEW SIX LATEST GYERLAND MODEL

Trio Now Blankets the Moderate Priced Auto Market.

KISSEL ANNOUNCEMENT

June the Overland announced a four cylinder touring car to sell for \$750.

Four weeks ago the Willys-Knight car was announced for \$1 095. This is the lowest priced sleeve valve motored car ever put on the market. With the an-nouncement of the Six at \$1,145 the Overland completes a trio of models which to all intents and purposes prac-tically blanket the moderate price mar-

The latest addition to the Overland family is known as Model 86. The low price for so big a seven passenger touring car is the result of the quantity production methods at the Overland

wheel base of 125 inches adds

Dario Resta, the race driver, is considering a cross-country drive from New York to Minneapolis in his Premier roadster. He will be one of the attractions in the Twin City motor speedway race of 500 miles on September 4. The track is being rushed to completion by President Frank H. Wheeler and General Manager James H. Sperry, and, it is said, will be ready for the drivers about two weeks before the date of the contest.

The two unit type. The transmission is of the selective sliding gear type with three speeds forward and reverse. The gears themselves are nickel steel, double heat treated and of the stub tooth type. The front and rear axies remain the same as last season—the one beam section type in front and full floating type in rear. The fron springs are semi-elliptic, 38 inches long by 2 inches wide. The rear

convenient for use. All indicating de-vices are on the cowl dash instrument board. Pedals are adjustable for reach and the foot pads, being hinged, conform

used and the new fender adopted forms a smooth, wide oval. The radiator has been somewhat narrowed and the head lamps are black enamelled to match the

hood.

There are several body styles. The 32-Four is offered in a four door five passenger touring body and a four passenger roadster specially built to mount the detachable course top. This same roadster body is obtainable on the 36-Four and 42-Six. The driver's seat, at the left, is set forward about a foot from the two passenger seat and the fourth passenger uses a removable chair placed. passenger uses a removable chair placed next to the driver.

Both the new 32-Four and the 42-Six

are offered with the conventional four door touring body for either five or seven passengers and the 42-Six is also to be had in the special two and three door corridor designs, with individual forward

The 36-Four is presented in only one The 35-Four is presented in only one touring tonneau style—the two door corridor car introduced last year.

Mechanically only slight changes have been made in the 42-Six and 36-Four models. The former has a wheel hase of 126 inches and a motor with a bore and stroke of 35x515. The latter has a wheel have of 121 inches and a motor with a bore and stroke of 35x515. base of 121 inches and a motor 4 ½ x 5 ½. Both motors are Kissel built. The new 32-Four-to be known as the "High

New National Car Is "Highway Six."



The Poertner Motor Car Co. has just received its first allotment of the new six cylinder No-"Highway" touring care. Wm. C. Poertner is here shown at the wheel of one.

The six cylinder Overland just announced and now at the salesrooms of the C. T. Silver Motor Company here gives the Willys-Overland Company the third car in its selling combination. In

Efficiency Four"—has a wheel base of 115 inches and a high speed motor with 3% inch bare and 5½ inch stroke. The 32-Four, like the 36-Four, has the Westinghouse dual ignition and lighting system and non-skid tires in the rear. The 42-Six has a three unit system of starting, lighting and ignition, the latter being by high tension magneto.

All three cars are equipped with springs guaranteed against centre breakage during the whole life of the car. The springs are 36 inches long by 2½ inches wide in front and 48 inches long by 2½ inches wide in front and 48 inches long by 2½ inches wide in front and 48 inches long by 1½ inches wide in the rear. The front springs are semi-elliptic, the rear springs three-quarter elliptic.

Other mechanical characteristics common to all models include rear full floating axies, independent foot and emergency brakes with four external contracting bands on wheel drums, electric where contralized on dash panel, Mayo or the standard of quality.

In section, system with constant oil level, steel backed and babbit lined white metal motor bearings, twenty gallon gasolene supply tank with illuminated guing soulene supply tank with illuminated guing the whole life of the car. The springs are 36 inches long by 2½ inches wide in the rear. The front springs are semi-elliptic, the rear springs three-quarter elliptic.

Other mechanical characteristics common to all models include rear full floating axies, independent foot and emergency brakes with four external contracting bands on wheel drums, electric where several contracting bands on wheel drums, electric where several contracting bands on wheel drums, electric wheels with turn precise with two pieces with constant oil level, steel sucked and babbit lined white metal motors that the reductions cars the reductions on the slightest particular," says duality of these cars on Fleetric Carpmany.

All three cars are equipped with two pieces with us. These 1916 Detroit Electric stypify the experience gained during nine years of building electric sin

\$1,485.

Another announcement is of the Anderson Electric Car Company, which has reduced prices on their 1916 models so they range from \$1,975 to \$2,275. The Detroit Electric is the first hist grade.

Machine Gun Trailer With Motor Truck



which the Government is using for dem- piece which trails. sliding gear type with three speeds forward and reverse. The gears themselves are nickel steel, double heat treated and of the stub tooth type. The front and rear axles remain the same as

The smaller truck, which is the regulation international Motor Company was the first to recognize the possibility one ton model A B truck, is also fitted with armor plating of the removable officials and Capt. Bolling, in order that

front and rear axies remain the same as last season—the one beam section type in front and full floating type in rear. The fron springs are semi-elliptic, 32 inches long by 2 inches wide. The rear springs are three-quarter elliptic, 52 inches he axie in swivel seats.

Left hand drive and centre control facilitate driving. The electric control buttons are on the steering column, most convenient for use. All indicating de-

Squadron A men. The International Motor Company

wellions in othe Automobile Education of the Set Vick city of the Set Vi ROADSTER

A roadster designed to be all that a roadster should be.

A car capable of carrying two people in continuous comfort.

You can see, better than we can tell, how beautiful it is.

Modeled in clay, when it was first conceived, it was re-modeled, again and again, till the last harsh line was eliminated.

The body is built of steel, with the usual useless framework entirely eliminated.

As a result there is extraordinary storage space at the rear-more than sufficient for all the luggage two might take on a long tour.

A light car, with all the advantage which that lightness adds to the powerful motor-but a stout, staunch, strong car, and a steady one as well.

DODGE BROTHERS, DETROIT

The price of the car complete is \$785 f.o.b. Detroit

Colt-Stratton Company, Broadway at 57th Street

lot of the towns along the road have sams to say their boards of commerce swite manufacturer to come here. Who'd want to come to towns that don't show gumption enough to build decent city streets? But in the main it is a wonderful ride one gets from Albany. wonderful ride one gets from Albany on to Lake George, and certainly there can hardly be found a more beautiful scene than that which strikes the eye when coming around a bend in the high-way from Glens Falls the view of the way from Glens Falls the view of the lower part of Lake George meets the lower part of Lake George meets the motor traveller. It is so beautiful it son is particularly pronounced, for as a matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there has been no radial and matter of fact there

Once quit of Albany on the way to

The take deerge to Chester-town there is one of the finest mountain roads that any one could wish. The State of New York has certainly done a great work with its highway building. I agree with John N. Carlisle in what he says about the superiority of New York State roads. ority of New York State roads.

Guide books, whether they be red, Guide books, whether they be red, green, blue or any other colors suggested by the various European national war utterances, sometimes fall dynn very hard. For instance, it seemed by the book to be a simple matter to uniform Saratoga over to Pittsfield, going by way of Schuylerville, Cambridge, arranged schedule, as evidenced by the Goosick Falls and Williamstown. But

aviation work, is here shown at the wheel of a Dodge Brothers' car. The picture was taken re-

cently in Detroit. Mile. Dutrieu has become Chalmers agent for all France.

HAS ITS ADVANTAGES

renectady, the highway is superb and views along the Mohawk are a de-t to the eye. It is only the frightful As Witness the Hudson Comalled street pivements entering is Falls that pull one down out of clouds and back to the earth. A pany's Present Situation, Says Harry S. Houpt.

> The advantages of specialization are very much in evidence in the 1916 light very much in evidence in the 1916 light six Hudson, says Harry S. Houpt. Right now in the face of a tremendous demand any purchaser of a Hudson can have delivery in forty-eight hours. This, he states, would be physically im-possible if the Hudson Company were making more than one model. Specialization as applied to the Hud-son is particularly pronounced, for as

cal change in the mechanical construc-tion of the cars for two years. In twenty months, Mr. Houpt says, the mechanics of the Hudson plant put

the michanics of the Hudion plant put the finishing touches to their skill when they turned out 15,000 of this one model alone. All their acquired ex-pertness, without any disturbing model to cut in on it, is now centred on turn-ing out 20,000 of this same model for 1916. The cars are not only coming through in splendid mechanical shape, but what is more investigated to the man

South Amboy to Keyport, as bad a road as any great State can boast. It makes the trip to Long Branch a matter of forty-five minutes riding over a nice road, picturesque in epots.

We left New York Friday afternoon and spent Saturday night and Sunday morning in Long Branch. We came back by the ferry Sunday night and were ready for the Adirondack trip early Monday. It took real hard driving to make Poughkeepsie for lunch, after an 8:20 start from Flushing. The

We left New York Friday afternoon and spent Saturday night and Sunday morning in Long Branch. We came back by the ferry Sunday night and were ready for the Adirondack tripearly Monday. It took real hard driving to make Poughkeepsie for lunch, after an 8:20 start from Flushing. The detour at Ossining is long and tortuous. and tests a motor pretty thoroughly. Once beyond that, the road is clear enough. The town of Wappinger's Falls has certainly let its pavement go to seed. The road isn't fit to ride on, but that is characteristic of towns all through the State. In only one place on the trip, and that was in Cambridge, a small town over near the Vermont line, were the roads within the township limits anywhere near as good as the State had built outside.

Albany, reached that evening, was another example of bad roads. One thorough the State of bad roads. One there were the state of bad roads. One there were the state of bad roads. One there were the road may be a special word of praise for the Auto Club of New Haven, which has so marked the streets running through that two that the motor travelier entering it from almost any point can go on his way without having to ask directions or with a chance of losing his way. The red arrows are at every point where there is the least chance of going off the line.

Not as much can be said for the intellectuals of the Connecticut Highway Commission, which reads motorists off on a detour between New Haven and Milford, which caused disaster to not a few motorists. The roads are so narrows and were so slippery that three cars got into the ditch the day I can over it. The least false move by any cidentally, the town of Meriden isn't there on the road making either, as those why have fackled Main street can be said for the intended of the connection of the connection of the connection of the can be said for the intended of the connection o George C. Hubbs, assistant general sales manager of Dodge Bros., is back from an 1,800 mile automobile tour through the East. "She ran like a scared deer," said Mr. Hubbs, referring to the car which carried

Albany, reached that evening, was cidentally, the town of Meriden isn't there on the road making either, as would think the State capital would have something better than extremely uneven cobblestones for those to ride over who enter the city. But that isn't the case with Albany. That short the case with Albany. That short tretch almost killed the memories of the extraordinarily fine scenery on the road. That and the rain, which fell pretty strong.

French Woman Interested in American Cars.

Its Flexibility

A SIX cylinder seven passenger touring car without a soul

The car that stirred New

excitement a few weeks ago.

Clarence A. Earl is to become a vice-president and director of the Willys-Over-land Company of Toledo. Earl was for over twenty years with the Corbin Screw Cor-poration of New Britain, Conn., and after it became a unit in the American Hard-ware Corporation he became first vice-president of the latter. He resigned last walk to keep ambitious and overexcited people from running to